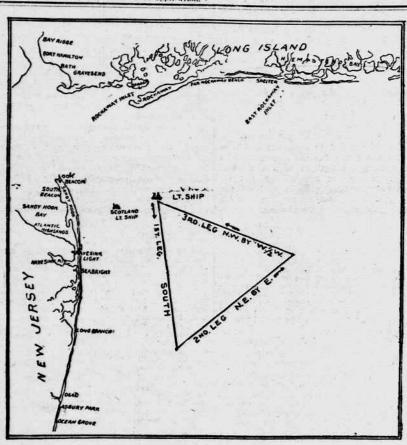
WASHINGTON, D. C., TUESDAY, SEPTEMBER 10, 1895-TWELVE PAGES.

TWO CENTS.



No. 13,266.

THE COURSE OF TODAY'S RACE.

VALKYRIE WON TODAY'S RACE

English Boat Takes the Lead From the Start.

RACING OVER A TRIANGULAR COURSE

Details of the Second Contest for the America's Cup.

ONLY A MINUTE TO SPARE

to turn.

HIGHLANDS, N. J., September 10.—The Valkyrie won the race today for the America's Cup. Soon after rounding the first mark both boats disappeared in the mist and were not seen until again near the finish. The Valkyrie had only one The Valkyrie had only one minute to spare.

HIGHLANDS OF NAVESINK, N. J. September 10.—A cloudy sky and a smooth, leaden-looking sea, over which light southwest airs were sweeping gently, was the outlook from here at 6 o'clock this morning. A few stray yachts, fishermen and small coasting craft were to be seen at anchor inside Sandy Hook; but the contestants for the America's cup, the British challenger and the American champion-Valkyrie III and Defender-were absent from their usual moorings, having passed the night almost within biscuit toss of each other, off the Atlantic Yacht Club's

The Britishers, not much discouraged by the defeat which their yacht met with Saturday in light to stronger breezes and a heavy sea, have shifted some of her ballast from aft forward, at the suggestion of had her remeasured and have given her a good trial spin since the first heat of the battle for the cup; therefore they confi-dently expected her to show up in better form today.

anchorage, at Bay Ridge.

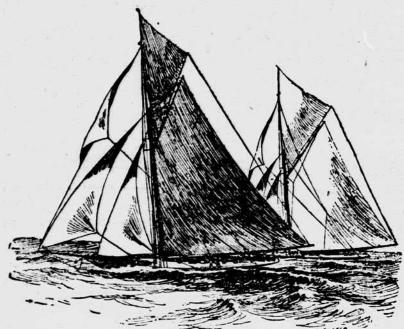
The race on Saturday was a beat of in-teen miles to windward for the first leg, and a broad reach of fifteen miles, intend-ed to have been a run, home.

Today's race will be around a triangle, ten miles to a leg, thirty miles in all, starting from Sandy Hook lightship and with the first leg a beat, if possible. With the wind holding from the southwest, this would be possible, but the yachts would have to turn very close to the Jersey shore to turn.

to turn.

Among the yachts off the government wharf at Sandy Hook this morning were the Navahoe and Queen Mab and steam yacht Peerless. On board of these and the other craft inside the Hook there were some signs of life, otherwise it was a very depressing morning, lifeless, leadeny, gloomy in every respect, a great contrast to the busy scenes of Saturday last. A dull haze obscured the horizon, cutting off the range except for about five or six miles off shore, but 'Sandy Hook lightship could not be made out, and it looked as if a fair view of the race would not be obtained from here.

from here. The cable ship Mackay-Bennett at about 6 a.m. put out from the Hook in order to take up her buoyed cable, and after passing Scotland lightship she was soon lost in the mist.



VALKYRIE LEADING IMMED IATELY AFTER THE START.

Real so-called Valkyrle weather prevailed off the Hook this morning, a smooth sea and light airs; but no patriotic American doubts Defender's ability to make it "two straight" previous to making it "three straight" for the Yankee boat and her gallant Yankee crew. The only objectionable features of the last race were the crowding of the excursion steamers and the fact that a good view of the race could not be obtained, owing to the fog and haze.

To remedy the first complaint as far as possible, Rear Commodore Jas. C. Bergen of the New York Yacht Club, who is in comthe New York Yacht Club, who is in command of the volunteer patrol fleet, has made a second special request to the captains of steamers which accompany the tacers to avoid interference with the yachts, and it is predicted, if his injunctions are not attended to, Sandy Hook waters will never have the pleasure of seeing another international yacht race under any conditions, for the next challenger may conditions, for the next challenger may stipulate that the contest shall take place off some part of the coast where interfer-ence will be impossible.

Mr. David Henderson of the Anchor line Hook

Off shore at 7:30 the wind was only blowing about four miles an hour, but this was an improvement on the light airs of earlier morning. But the coasting craft beating down along shore made but little progress except by the aid of the last of the

progress except by the aid of the last of the ebb tide. However, there were breaks in the clouds here and there at intervals which seemed to hold, and promise of better weather as the day wore on.

These favorable indications continued until at 8 o'clock the sun began breaking through the mantle of clouds in earnest and the wind came breezing up from the southwest until it was stirring at the rate of six wiles en hour. But off shore it was and the wind came breezing up from the southwest until it was stirring at the rate of six miles and hour. But off shore it was still very thick, it being impossible to see much further north than the end of the Hook, and Scotland lightship could only be dimly seen.

Valkyrie at 8:42 could be seen following Defender through the swash channel with her mainsail set and in tow. Defender, at the same time was passing the end of the Hook.

There was no change in the weather conditions, and it was fully as thick off shore as it had been an hour before. Shortly before 9 o'clock Defender passed outside the Hook with her mainsail and jib set, and in tow of a tug.

The sky at this hour had commenced to clear slightly in the northwest, and Scotland lightship could be plainly seen. This gave hope that the weather might clear sufficiently to enable the watchers here to see Sandy Hook lightship and the start. The fleet of tugs commenced coming down from New York, and a dozen or more were running through the svash channel at b o'clock and following the racers out to the lightship.

The Luckenback with her attendant tug designer; Vice Commodore Arthur Glennie, Salimaker Ratsey, H. Maitland Kersey, Lady Rachael Wyndham-Quinn and Lady Ailee Wyndham-Quinn and Lady Rachael Wy clear slightly in the northwest, and scor-land lightship could be plainly seen. This gave hope that the weather might clear sufficiently to enable the watchers here to see Sandy Hook lightship and the start. The fleet of tigs commenced coming down from New York, and a dozen or more were running through the svash channel at 9 o'clock and following the racers out to the lightship.

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The Luckenback with her attendant tug followed as ern of Defender, and Valkyrie was half way down the swash channel. The sea did not bother Defender in the slightest today.

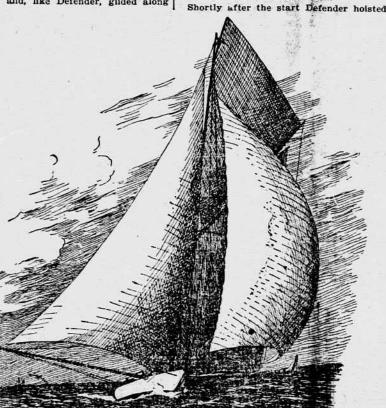
Some time later Defender set her staysail, although she held on to her tug. Valkyrie had then broken out her jib, and was in tow off the point of the Hook. Defender was half way out to the Scotland lightship at that time, and the weather continued hazy, although the sun had come out very warm and seemed to be burning up the mist. But at 9:10 a.m. Sandy Hook lightship could not be seen from here, although the two yachts could be made out on their way there.

Valkyric at 9:15 a.m. was well out past the Hook, with mainsail, club topsail and two headsails set. She was still in tow of her tug, and, like Defender, glided along

Valkyrie Leads at the Start.

At 10:50 a.m. the preparatory signal was fired, and the yachts began the usual jockeying for positions. The British yacht blanketed Defender, but Defender worked out from under her lee, only to be again blanketed, and the yachts crossed the line in the following official time:

Defender Protests.



DEFENDER BEFORE THE WIND.

The wind was still light and from the southwest, and it would seem that the two yachts, in order to sail a windward course on the first leg, would have to start further out than Sandy Hook, or else turn very close to the shore.

The Extursion Fleet.

The Extursion Fleet.

The schooner yachts and excursion fleet at 9:20 a.m. began to show up off the end of the Hook, and the Navahoe was just rounding the point. The City of Bridgeport was coming in past the Hook at 9:20 o'clock, leaving Valkyrie to be towed out to the lightship by a tug.

Defender at 9:27 dropped her tow and was standing out toward Sandy Hook lightship under her three lower sails, and on the starboard tack. Valkyrie was still in the bead galls. of the Hook, and the Navahoe was just rounding the point. The City of Bridgeport was coming in past the Hook at 9:20 o'clock, leaving Valkyrie to be towed out to the lightship by a tug.

Defender at 9:27 dropped her tow and was standing out toward Sandy Hook light-

was standing out toward sandy rook light-ship under her three lower sails, and on the starboard tack. Valkyrie was still in tow, with her large club topsail set and jib pulling nicely in the light wind. Shortly after 9:40 Defender went about on the port tack, and a couple of minutes later, she went around again, and headed later she went around again and headed out to sea and toward Sandy Hook light

out to sea and toward Sandy Hook light-ship. Valkyrie was standing out after her and was a considerable distance behind. The fog at 9:45 was thicker, as Scotland lightship could only be indistinctly seen. Defender was in a line with it and about a mile from the other side. As seen from this point Valkyrle was about half way

Defender was then setting the large white club topsail which she used on Saturday.

Then Defender disappeared in the fog. which seemed to be rolling in separate banks off the coast, for at last Sandy

it being believed here that Valkyrie fouled Defender during their luffing matches. It seemed from here as if one of Defender's shrouds was injured, but nothing definite could be made out, and Defender's top-

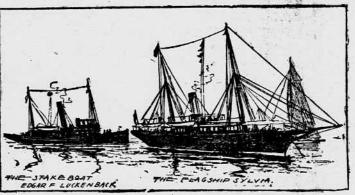
fully watching the head salls.

On board Defender the crew seemed to be quieter. Capt. Haff was sitting down as he steered the yacht, while Mr. Iselin, Mr. Lees and others could be plainly seen huddled over to the leeward side of the boat, well astern. It did not seem from here, however, as if one of the Defender shrouds had been carried away. Unhappily, a thick fog appeared to be making in from the scutheast, and this may cut off the view of scutheast, and this may cut off the view of

the yachts.

The two yachts, at 11:43, were not more than a mile and a half off here, and Defender was sailing along nicely without the aid of her jib topsail.

Valkyrie seemed to be gaining a trifle on Defender, as she was getting a better breeze to windward, Defender being in soft sheets, and while Valkyrie's jib topsail did not set very well, yet it helped her con-



Hook lightship and the Mackay-Bennett Hook lightship and the Mackay-Bennett cable steamer, anchored to the westward of it, were made out. A long line of excursion steamers, tugs, steam yachts, schooner yachts and smaller craft, reaching from the neighborhood of the Hook to New York, apparently, was seen.

At 10:10 the wind was still light, about four miles an hour and about south, southwest here vest here. Mr. Lloyd Phoenix's Intrepid led the fleet, closely followed by Barber's steam yacht Sapphire. The third yacht of the fleet was

The Course.

The committee boat at 10:25 displayed the signal "D," meaning that the course to be sailed was the triangular course, from the starting line, ten miles to and around a mark; thence ten miles to and around a second mark, and thence ten miles to the finish line, turning the marks on the outside of the triangle to port or to starboard, according as the yachts are sent around. The
wind was then veering toward the south
and was about south by west.

The Embla acted as the police boat. There

were not one-third as many boats out to were not one-third as many boats out to-day as were out on Saturday.

The yachts at 10:32 were jockeying about the course, awaiting the signals for the di-rection of the course. These were displayed at 10:45. The first leg of the triangle was to be directly south, the second northeast by cast and the homestretch northwest by west half west.

west half west. west half west.

When the boats came toward the imaginary line those aboard the Defender were Capt. Hank Haff at the wheel and were Capt. Hank Hall at the wheel and
First Mate Terry at the spars. Aft were
W. B. Duncan, Nat Herreshoff, the designer; Newberr D. Thorne, Woodbury Kane,
Mr. and Mrs. C. Oliver Iselin, W. K. Vanderbilt and David C. Henderson, representing Lord Dunraven and the Royal Yacht

Excursion Bonts Not Troublesome. The excursion fleet was giving the yachts all the room they wanted, and as there were

about the racers, they were not in any way interfered with.

The wind at 11:55 a.m. was very light, and the excursion fleet was still doing finely, keeping from half to three-quarters of a

not over a hundred vessels of all sorts

mile from the racers. The scene presented by the racing yachts The scene presented by the racing yachts and the accompanying fleet was a grand one. It was possible to look down directly on the decks of both yachts. Capt. Haff could be seen sailing Defender for all there was in her, and Capt. Cranfield was doing the same for Valkyrie. Both the boats at 11:59 were standing off shore on the starboard tack, and Defender did not seem to be closing up the gap of Valkyrie. be closing up the gap on Valkyrie. Both yachts at 12:07 p.m. were still holding off shore on the starboard tack. Valkyrie was, apparently, about half a mile ahead. During the last half hour they sailed a close

Defender Went About Quicker,

Defender, shortly after 12:10, went about on the port tack and Valkyrie immediately followed suit. Defender seemed to go about five seconds faster than Valkyrie, and from the position they occupied in turning it looked as if Defender had crawled up a little on her rival. But the race was un

er; Newber? D. Thorne, Woodbury Kane, Mr. and Mrs. C. Oliver Iselin, W. K. Vanderbilt and David C. Henderson, representing Lord Dunraven and the Royal Yacht Squadron.

On board Valkyrie were Lord Dunraven, Latham A. Fish, representing the New York Yacht Club; George L. Watson, the Valkyrie was doing good while that of Valkyrie was doing good work. The two yachts, at 12:15, were headed toward Long Branch, and Defender faintry, has been granted two months' did not seem to be gaining much. The fog leave of absence, and the leave of Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery M. Hrst artinery, vice Lieut. Alston Hamilton, who is transferred to battery E. Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery E. Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery E. Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery E. Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery E. Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery E. Lieut. George P. Ahern, twenty-fifth infantry, vice Lieut. Alston Hamilton, who is transferred to battery M. Hrst artinery, vice Lieut. Alston Hamilton, who is transferred to battery M. Hrst artinery, vice Lieut. Alston Hamilton, who is transferred to battery M. Hrst artinery.

fender commenced going through the water at a great rate.

The two yachts at about 12:20 p.m. went about on the starboard tack. Defender was then working Valkyrie and was only a quarter of a mile behind. She was clearly outfooting her British rival.

The Defender Gaining.

At 12:30 p.m. Valkyrie was being held by Defender in good shape, it seemed from here, although the fog prevented accurate observations. However, it did not seem as if Valkyrie was getting away from De-

At about 12:45 p.m. the Defender seeme At about 12:45 p.m. the Defender seemed to start ahead again and reduce the gap between herself and Valkyrie and her windward work became really superb. She pointed better than the British yacht and footed faster, and it looked from here as if she was steadily working to windward and overhauling Valkyrie. In fact, it is claimed that the American yacht was certain from the gain she had made to round the first mark ahead of her competitor. By 1 o'clock Valkyrie had disappeared in the fog and the Defender could be seen from here.

Valkyrie First Rounds the Mark. vachts rounded the first mark as follows:

HIGHLANDS, September 10, 2:11 p.m.— The excursion fleet is heading for the lightship, which seems to show that the yachts have rounded the second mark. 2:16 p.m.—One of the yachts had a lead of over a mile and it looks like Valkyrie. The Second Mark. MACKAY-BENNETT, September 10, 2:55

o.m.-The time of the yachts in rounding he second mark were:

LONG BRANCH, September 10, 1:18 p.m.— The points of the topsails of the two yachts are all that is to be seen here of the yachts, which are nearly hidden by smoke and mist. They are gradually disappearing from view, and will scon be lost to sight.

1:20—Nothing can be seen of the yachts from here.

HIGHLANDS OF NAVESINK, September 10, 1:27 p.m.—So far as can be seen here, both yachts are now running down before the wind for the second mark.

ON BOARD MACKAY-BENNETT, September 10, 1:34 p.m.—The boats are now on second leg at 1:34 p.m., as viewed from this point. The haze has lifted a little, and the leading boat, presumably Valkyrie, still continues nearly half a mile ahead.

HIGHLANDS, September 10-1:25.—A part of the excursion fleet can be seen making for the second mark with the yachts, but the latter are hidden from view in the fog.

HIGHLANDS, September 10—1:45 p.m.—The fog has just lifted a little, enabling the watchers here to see the two yachts reaching down to the second mark at a lively rate, and with ballcon jibs set. It is impossible to distinguish between them at this distance, but it is believed that Valkyrle is slightly ahead. A nice whole sail breeze is blowing.

ON BOARD THE MACKAY-BENNETT, September 10, 2:08 p.m.—Both boats are visible, running for the second mark; but they are not plain enough in view to enable the watchers here to identify them.

FAR ROCKAWAY, September 10, 2:10 p.m.—What appears to be one of the yachts is faintly visible through the haze. She cannot be seen yet enough to be distinnished as either Valkyrie or Defender

Valkyrie a Mile Ahead. HIGHLANDS, September 10, 2:25 p.m. Valkyrie about mile ahead of Defender and bout three miles from lightship. 2:30 p.m.-Both boats can now be seen

from here, and there seems to be no doubt that Valkyrie is leading by a mile. HIGHLANDS, September 10, 2:35 p.m. The excursion fleet has gathered around the lightship, and Valkyrie is expected to cross the line first, before 3 o'clock.

2:36 p.m.—Valkyrie does not seem to increase her lead over the Defender, and the excursion fleet is keeping back, so as to give the American yacht a chance. ON BOARD THE MACKAY-BENNETT, September 10, 2:36 p.m.—The yachts are very close together; but Valkyrie is ahead. The Luckenback has taken up her position

at the finish line.

Defender is pushing Valkyrie hard, and t is believed here that the American yacht may win on time allowance.

HIGHLANDS, September 10, 2:41 p.m.—It is estimated that the yachts have now about three miles more to sail in order to cross the finish line.
Altaough Valkyrie is ahead Defender is lying well down to her work, and is giv-ing the Britisher a hot race to the finish

ON BOARD OF THE MACKAY-BEN-NETT, September 10, 2:47 p.m.—Valkyrle has a clear lead of a quarter of a mile. HIGHLANDS, September 10, 2:47 p.m.— The yachts are now within two miles of the finish on the port tack, and are run-ning through the water in a freshening They have an entirely free course, and the excursion boats are keeping well to

Valkyrie Finishes First ON BOARD THE MACKAY-BENNETT, September 10.-Valkyrie finishes at 2:53:40.

Valkyrie Wins. HIGHLANDS, September 10, 2:58 p.m.— Valkyrie wins by about two minutes 11 seconds, elapsed time, unofficial. The Official Time.

Vakyrie crossed the line (official time) at :55.22. Defender finished at 2:57.40. Valkyrie was given an ovation by the as sembled fleet of excursion boats and yachts when she crossed the line.

A Mistaken Rumor.

A rumor to the effect that Mgr. Satolli had established diplomatic relations between Nicaragua and the holy see was called to the attention of Secretary Rooker today. Mr. Rooker replied:
"That is news to me. It is doubtless a

some talk of establishing an apostolic administrator in Nicaragua. That was about a year ago. I have never heard what the result of that effort was. However, the apostolic administrator would have had no diplomatic relations with Nicaragua. His office would have corresponded to that of an archbishop. I do not know what was finally done about the apostolic adminis-trator in Mcaragua. But the report you bring me is not true."

Army Orders.

So much of special orders of August 23 as transfers Lieut, Wm. R. Smith, first doubtedly a very close one. The two yachts were then headed along the Jersey shore, and while they were only about three miles from land the fog bank which had come up made it difficult to sight them accurate-ly. ferred to battery M, first artillery, vice

HORSES OR TROLLEY?

What President Newbold Promises

PLANS FOR THE ECKINGTON ROAD

He Says It Will Soon Be Equipped With a Good System.

THE BELT LINE ALSO

President Newbold of the Eckington and Belt railways was in the city last evening. He said to a Star reporter that he had been actively at work upon the improvement of which he had given assurance through The Star. After unexpected difficulties and delays, he had secured, he said, the additional horses necessary to restore the Belt line to its original condition as a belt, and in the meanwhile he had been preparing the way for the promised speedy installation of an underground electric system upon the two roads. "I recognize," he said, "the reasonableness of the public outcry, to which The Star has given voice, against the continued existence of the trolcompany is willing and even desirous to remove them just as soon as a substitute motive power that will be satisfactory to the community can be put in. Some time ago I arranged with Mr. Saxton, who made the 9th street electric line, to go over the Eckington line from New York avenue and Boundary to Center market, and to submit a detailed estimate of the cost of equipping this section of the road with the system used on 9th street. He has submitted these figures to me, and they aggregate in the neighborhood of \$250,000, including some \$17,000 for necessary enlargement and improvement of the power house which is used for the Eckington overhead trolley. It is reported to me that some of the machinery in this power house is old and crude, and that to supply the power to operate both the underground system and trolley we would be obliged to add two or three additional units to the power house, as it would be necessary to run separate generators for the two systems, the overhead and the underground.

"I have been unwilling to push ahead and incur the large necessary expense involved in supplying the roads with rapid transit without the formal sanction of the system to be used by the directors of the company building the road between here and Ealtimore, and with which I am associated, which owns a controlling interest in the Belt and Eckington lines. Owing to summer absences from the country, I have been unable to get together a quorum of directors until today.

A Meeting in Baltimore. motive power that will be satisfactory to

A Meeting in Baltimore.

"A meeting was held in Baltimore this morning of the directors of the construction company, and I submitted Mr. Saxton's figures, and urged the immediate equipment of the indicated section of the equipment of the indicated section of the road with an underground electric system. The only question raised was whether it would be more desirable to put in immediately the proposed small section of road, utilizing the present Eckington power house, at a cost for enlargement of some \$17,000, which would finally be wasted, since this power house is to be abandoned, or to begin as speedily as practicable the installation of the underground electric system over the whole of the Eckington and Belt lines, the power to be obtained from the great power house at Hyattsville, which is intended to supply the electricity for the Washington railway and the local suband Washington railway and the local sub-sidiary lines. It was decided that Mr. Huff, the electric engineer of the company, should visit Washington tomorrow to make should visit Washington tomorrow to make an examination and report of the electric equipment required to operate both the Eckington and Belt lines. As soon as this report is made, which will be immediately, the question will be promptly decided, and steps taken to put the same in operation. "If the decision is to contract for and begin work upon all parts of both railways rather than to equip at this time as a distinct work the section upon which the illegal poles are found, it will be necessary to put in horses temporarily upon New to put in horses temporarily upon York avenue.

The Horse Question.

"I have not been unmindful of The Star's suggestions on that point, but unless it is unavoidable the company does not wish to go to several thousand dollars' expens for temporary horses, which will be practically worthless in a short time through the installation of a rapid transit system. I am told that the substitution of horses for the trolley would be injurious both to the company and its suburban patrons. An official of the Eckington company, who examined the question at my request, reports that 'to take down the poles on New York avenue would. I think, practically destroy all of our Sunday and excursion travel, as there would be no way of reaching the trolley cars except by riding on the horse cars, and very few people would care to ride a couple of miles on a horse car in order to ride about the same distance on the trolley cars, so that in this way the road would lose one of its principal sources of revenue. The Catholic University at Brookland opens the McMahon Hall of Philosophy in October and expects a very large number of students from all parts of the world. "The greater part of these students must board in the city and ride in and out daily in the cars. It will be a very serious disadvantage to the university if these students must trarsfer at the boundary and come in town on the horse cars. A majority of them ride in to '7th street and New York avenue and take the cable from there. There is a so to be quite a great celebration at the university in October, at which rearly all the distirguished Roman Catholic prelates in the country will be present, and the authorities of the university are particularly anxious that we have the trolley cars on New York avenue would seriously inconvenience nearly all the patrons of the road, and would certainly affect the value of property in Eckington and Brookland, and would, therefore, work injury to the road."

'Of course, I recognize that the company has no right to maintain illegal obstrue. cally worthless in a short time through the installation of a rapid transit system. I

ington and Brookland, and would, therefore, work injury to the road."
"Of course, I recognize that the company has no right to maintain illegal obstructions, no matter how much its business may be injured by their removal, but my hope is that the company by beginning immediately and vigorously the work of equipping New York avenue with the underground system will cause the public itself to be unwilling to inconvenience both itself and the company by compelling the use of horses for the short time before the underground system will be in running the underground system will be in running

An Alternative Promise. "I feel authorized to promise the people

of Washington, through The Star, either one of two things; either the company will begin promptly and finish speedily an underground system of rapid transit from the New York avenue station of the Baltimore New York avenue station of the Baltimore and Ohio to Center market, which will allow the trolley cars to run through to Center market without change, or it will decide to begin as soon as practicable, and as one operation the equipment of the whole of the Eckington and Belt lines with an underground system, utilizing the Hyatsville power house, in which event, as considerable time will be necessary to accomplish the change, horses must be put for a while on New York avenue and the poles removed. I repeat most emphatically poles removed. I repeat most emphatically what I said before to The S'ar as the recognized anti-trolley cham-pion of the city's interests, that the company has not the slightest in-

tention or desire to use the overhead trolley in Washington, and I will add that we would have been before this in accord with local public sentiment but for the fact that during the few months since the Baltimore interests bought the Eckington and Belt lines from the Philadelehia syndicate we have been absorbed in the stupendous work of starting construction upon the main line between Washington and Baltimore, which is now well under way. I told The Star not long ago that both the Eckington and Belt lines would soon be equipped with an unobjectionable rapid transit system, and in a very short time my words will, as The Star has demanded, be crystallized into acts and facts."

If you want today's

news today you can find

it only in The Star.

The Local Interest. The company to which Mr. Newbold re-

fers as having a directors' meeting yesterday on the subject of Eckington rapid transit is the Baltimore-Catonsville Construction Company, which is building the line between Baltimore and Washington, and which, it is said, is to equip the Belt and Eckington lines with underground rapid transit. When the Washington and Baltimore line has been built and the Belt and Eckington lines equipped the whole property is, it is said, to be turned over to the Washington and Maryland Company, under whose charter the system is to be operated. The persons interested in the intercompany and the construction company are identically the same. The corporation which has obtained control of the Eckington and Belt lines by purchase from Widener and Elkins is a Baltimore concern, nine-thirteenths of the stock being held by Baltimoreans, and four-thirteenths by Philadelphians. The Washingtonians who in the sale of a controlling interest to Widener and Elkins were left with small blocks of Belt or Eckington stock on their hands have no interest as such stockholders in the Baltimore trolley corporation which now controls these two local lines, and have no influence in the concerns of these roads. Their function seems to be to grieve that they could not have rid themselves of their Belt and Eckington stock at the same time that their more fortunate fellow-citizens sold to Widener and Elkins, and to await the time when they will possibly be frozen out by the controlling Baltimoreans. Mr. Newbold in his talk with The Star reporter recognized this lack of Washington interest in the project and the feeling of local hostility against it, due mainly to the trolley fight, and he intimated that the road was desirous, for obvious business reasons, to stand well in Washington, and that it would readily go to large expense in the way of improvements of the equipment of the local reads to secure the support of public sentiment. struction Company, which is building the line between Baltimore and Washington,

EGYPT AND GREECE.

Their Commercial Agreement of In-terest to the United States. The State Department has been supplied The State Department has been supplied by Deputy Consul Washington, at Cairo, with a translation of a portion of the commercial agreement recently entered into between Egypt and Greece. The agreement is of interest in the United States because it directly affects the existing understanding between Egypt and this country. By a protocol to the former Heleno-Egyptian tariff convention its provisions were made applicable to the United States, so that the probability is that a new agreement with this country will now become necessary. This old tariff was denounced by Egypt in 1891, and the Egyptian government has several times since asked the United States to consent to a new convention. This country, while not denying the request, had contended that the protocol was still in force. What the course of this government will be now that the treaty on which our understanding is based is totally abrogated remains to be seen. The lew agreement is in most essential respects similar to the Egyptian treaties with Great Britain, Germany, Italy and other European countries, negotiated by the khedive during the past five years for the purpose of putting the commerce of that country on a harmonious feoting. A "favored nation" clause is secured, and Greece also agrees to a provision for ad valorem duties, which are not to exceed 10 per cent on products of the soil, except in rare cases, when it may be raised to 15 per cent. The new agreement will again permit Greelan tobacco to enter Egypt. It has been inby Deputy Consul Washington, at Cairo, new agreement will again permit Grecian tobacco to enter Egypt. It has been in-

THE VACANT JUSTICESHIP.

Rumor That the President Will Again Nominate Mr. Hornblower.

A report comes from New York, alleged to be based on information from some of Mr. Hornblower's friends, that the President is going to nominate Mr. Hornblower, whom Mr. Hill defeated for the Supreme bence during the last Congress, to suc-ceed Justice Jackson, and that Mr. Hill will not this time oppose his confirmation.

HIS SPREE ENDED IN DEATH.

Suicide of William Palmer, the Theatrical Manager.

ST. LOUIS, Mo., September 10.-William Palmer, traveling manager of the Trilby Company, now showing in this city, committed suicide early today in a 1com of the Southern Hotel.

Last Friday William Palmer, who is a brother of A. M. Palmer, the New York theatrical manager, disappeared. His brother was notified and came on immediately from New York. He interested Detective Sam Allender in the case, and after a lengthy search the missing man was found at midnight last night in the bar room of the St. Nicholas Hotel, in an intoxicated condition, and showing the effects of a protracted spree.

Detective Allender took Palmer to the Southern Hotel, where he put him to hed.

Detective Allender took Palmer to the Southern Hotel, where he put him to bed, remaining at his side until 3 a.m. The detective then retired to an adjoining room to rest. On arising today and trying to get into the room occupied by Palmer, Detective Allender found the door locked. He immediately called the hotel people, and together they forced the door.

Palmer was found lying on the bed dead with a bullet hole in his head. He had shot himself while the detective was asteep.

WHY GOLD IS EXPORTED.

Gen. Brown of the Bond Syndicate Explains.

BALTIMORE, September 10 .- Gen. Alexander Brown of the bond syndicate said today: "The syndicate has ample gold on hand and will act at the proper time. There are two reasons for the gold exports. One is the small demand from abroad for our broducts. However, Europe will shortly buy cur grain in sufficient quantities as to produce enough exchange to supply the de-mand of remitters.

"The other is the stock market. Foreign-

ers have sold more securities than they have purchased. London now shows a dison to buy back the securities that it

MR. MILLS DEAN STRICKEN.

A Slight Case of Paralysis—He is Bet-ter This Afternoon. Mills Dean, the well-known attorney-atlaw of this city, was stricken with paraly-

sis on Saturday evening, but has so far recovered that his friends have no doubt of his ultimate total recovery from the attack. Mr. Dean's right leg, right arm and speech were affected. This afternoon he was much better, having regained the use of his leg and of his arm with the exception of a slight numbness of his hand. His speech is row almost perfect. It is expected that his complete recovery will be effected in a

. Broke a Rib.

George Fleet, a lusty, big colored laborer, sewer at the 15th street side of the White lot, struck a stake such a heavy blow that he broke a rib. He was cared for at the Emergency Hospital.